

North Carolina Department of Transportation  
I-440 Interchange Improvements at Glenwood Avenue Project

Facilitated Listening Session

Saturday, September 29, 2018

Martin Middle School  
1701 Ridge Road  
Raleigh, NC 27607

Room 2109 Session

Transcription by:  
Worley Reporting  
P.O. Box 99169  
Raleigh, NC 27624

1                   SPEAKER: George Alwon, and I'll be  
2                   facilitating this session.

3                   SPEAKER: And Fran Wescott and I'll be  
4                   facilitating with George and Francisco.

5                   SPEAKER: Thank you.

6                   SPEAKER: You are now being recorded as  
7                   you move forward.

8                   SPEAKER: [Inaudible.]

9                   SPEAKER: [Inaudible.] I mean  
10                  [inaudible].

11                  SPEAKER: Yeah.

12                  SPEAKER: Okay. Good. All right. So  
13                  six questions, they really -- you've seen them -- I  
14                  don't know if you have seen them, but let me go  
15                  through. Question 1 is going to be one word. One  
16                  word to describe what is most important to you,  
17                  your household, or business that must be considered  
18                  as this project goes forward. So one word.

19                  Second question is, what do you believe  
20                  is needed to ensure the safety of your family, the  
21                  people who live in the area and the people who have  
22                  driven through the area 7,000 times or less?

23                  Is there a specific valuable community  
24                  asset -- she mentioned community asset. Something  
25                  important to the community and or neighborhood,

1 located within the project zone that you are  
2 concerned might be impacted. If so, what is it,  
3 and how do you believe it will be impacted?

4 Question 4, from your perspective, what  
5 are some of the most problematic traffic and  
6 pedestrian problems that need to be addressed? Be  
7 specific with intersections, direction and or time  
8 or day.

9 Number 5, what additional one or two  
10 things are important to you, your household, your  
11 business that you want to be considered as this  
12 project moves forward?

13 And finally, number 6, what can North  
14 Carolina DOT, Department of Transportation, do to  
15 demonstrate being a partner with the community of  
16 stakeholders, while tackling complex transportation  
17 challenges created by rapid urban growth in Wake  
18 County?

19 So we're looking at one word, safety,  
20 community asset, traffic, pedestrian issues, other  
21 important things and number 6 partnership. Those  
22 are the things your going to look for.

23 I'd like you to think now about one word.  
24 You can cheat, maybe get two, but one word that  
25 will describe the most important thing to you or

1           your household that we must consider as this  
2           project moves forward. One word. If you want to  
3           jot it down, go ahead and jot it down. If you're  
4           ready, we can just go ahead and get -- go for it.

5                   SPEAKER: Three words; increased  
6           neighborhood traffic.

7                   SPEAKER: Increased neighborhood traffic.

8                   SPEAKER: Neighborhood traffic.

9                   SPEAKER: Right. You don't want to  
10          increase it. It's --

11                   SPEAKER: No, it's a problem. Is that  
12          what you're asking me?

13                   SPEAKER: -- you're concern -- right.  
14          Okay -- that's -- that's the word.

15                   SPEAKER: Okay.

16                   SPEAKER: Increased neighborhood traffic.

17                   SPEAKER: Traffic.

18                   SPEAKER: Gotcha. Next, who would like  
19          to go next?

20                   SPEAKER: Preservation of our  
21          neighborhood.

22                   SPEAKER: Preservation. Okay. And which  
23          neighborhood are you talking about in particular?

24                   SPEAKER: The Ridge Road.

25                   SPEAKER: Ridge Road. Okay. And --

1                   SPEAKER: Pedestrian overpass on  
2                   Glenwood.

3                   SPEAKER: All right. By Marriott Hotel?

4                   SPEAKER: Just in general.

5                   SPEAKER: In general.

6                   SPEAKER: There's a -- there's an amount  
7                   of people that comes through and they just  
8                   sometimes cross in the middle of the road. And  
9                   those cars, when they take off at one of those --  
10                  either from Creedmoor or Blue Ridge, they just  
11                  think it's a race.

12                  SPEAKER: Yeah.

13                  SPEAKER: They're doing 45, 50 miles an  
14                  hour on that road. And somebody's going to get --

15                  SPEAKER: Okay. So pedestrian -- and  
16                  bring that up again when it comes to the safety for  
17                  pedestrian traffic.

18                  SPEAKER: Yes, number 4, yes.

19                  SPEAKER: Sir.

20                  SPEAKER: Reducing delays as traffic  
21                  moves through it.

22                  SPEAKER: So delays. Traffic delays,  
23                  right. Good word. I should have given you  
24                  permission for more than one, but that's okay. Who  
25                  would like to go next?

1                   SPEAKER: I'm trying to think, because I  
2                   can't think of one word. Preventing diversion of  
3                   traffic from major roads into smaller  
4                   neighborhoods.

5                   SPEAKER: So preventing --

6                   SPEAKER: I don't know how to --

7                   SPEAKER: -- traffic diversion.

8                   SPEAKER: In -- into small neighborhoods.

9                   SPEAKER: Into -- into small  
10                  neighborhoods. Okay. We have two -- two of you.

11                  SPEAKER: I'd go for noise pollution.

12                  SPEAKER: Uh-huh.

13                  SPEAKER: Noise pollution. Okay. Ma'am?

14                  SPEAKER: Hold on just a second.

15                  SPEAKER: Okay. Sorry.

16                  SPEAKER: I should have said hold,  
17                  please.

18                  SPEAKER: Noise -- noise pollution.

19                  SPEAKER: Noise. Thank you.

20                  SPEAKER: Safety.

21                  SPEAKER: Safety. And we'll ask more --  
22                  you can be more specific a little later on. Does  
23                  that about capture it? Increased neighborhood  
24                  traffic, neighborhood preservation on Ridge Road,  
25                  Glenwood pedestrian overpass.

1 SPEAKER: That's two words.

2 SPEAKER: Right. Reducing traffic  
3 delays, preventing traffic diversion into small  
4 neighborhoods, noise pollution and safety.

5 SPEAKER: What was the question again?

6 SPEAKER: One word. One word to describe  
7 what is most important --

8 SPEAKER: If nothing else, what is the  
9 first and most important thing to you.

10 SPEAKER: Well, I've already said  
11 traffic, but I also think over-building in the  
12 Crabtree area.

13 SPEAKER: Okay.

14 SPEAKER: It's been a tremendous problem.

15 SPEAKER: Okay.

16 SPEAKER: And you're talking specifically  
17 of --

18 SPEAKER: All those --

19 SPEAKER: -- commercial building, or  
20 residential as well.

21 SPEAKER: -- condos and all those housing  
22 units.

23 SPEAKER: Yeah, everything.

24 SPEAKER: A year ago, there was 1,000 new  
25 units at Crabtree and they built much more since

1           then.

2                   SPEAKER: Right.

3                   SPEAKER: And this has been a problem for  
4           years.

5                   SPEAKER: And when we're -- I'd like to  
6           expand on that as we go into --

7                   SPEAKER: Is that something else?

8                   SPEAKER: -- some of the other -- into  
9           some of the other questions.

10                  SPEAKER: Okay.

11                  SPEAKER: Yeah, we'll expand on that.  
12           Yes?

13                  SPEAKER: Is it possible to ask a  
14           clarifying question at this point?

15                  SPEAKER: Yes.

16                  SPEAKER: All right. There is a call for  
17           a Glenwood pedestrian overpass. Can that be  
18           defined? Are you talking about close to Creedmoor  
19           Road, close to Lead Mine Road, close to someplace  
20           other?

21                  SPEAKER: So let us put -- don't know but  
22           we can put, where was the overpass? We can put,  
23           define it. We'll put the word define. We don't  
24           have an answer for you.

25                  SPEAKER: Yeah.

1 SPEAKER: Right.

2 SPEAKER: Uh-huh.

3 SPEAKER: And if we did, which I don't,  
4 we can't -- we -- we're being neutral. All right.  
5 So please define? Gotcha. Okay. Thank you very.  
6 Those are the most important terms.

7 SPEAKER: Anything else?

8 SPEAKER: Thank you. Second question,  
9 what do you believe -- the key word is safety here.  
10 What do you believe is needed to ensure the safety  
11 of your family, the people who live in the area and  
12 the businesses and the people that travel through  
13 the area? Again, what do you believe is needed to  
14 ensure the safety of your family, the people live  
15 in the area and the people who travel through the  
16 area?

17 SPEAKER: Control the traffic volume.

18 SPEAKER: Control of traffic volume.

19 Okay. In the neighborhood -- would be specific.  
20 Anywhere? Overall?

21 SPEAKER: Overall.

22 SPEAKER: Overall. Okay.

23 SPEAKER: Control the speeding.

24 SPEAKER: Right.

25 SPEAKER: Control of speed.

1 SPEAKER: Right. Traffic calming.

2 SPEAKER: Traffic calming bumps -- or  
3 whatever they call traffic calming. Okay. Control  
4 --

5 SPEAKER: Four-way stop signs.

6 SPEAKER: Traffic calming device --  
7 devices, I guess.

8 SPEAKER: Strategies.

9 SPEAKER: Strategies.

10 SPEAKER: Strategies, okay.

11 SPEAKER: Four -- four-way stop signs,  
12 traffic bumps -- or whatever.

13 SPEAKER: Whatever it takes.

14 SPEAKER: Uh-huh.

15 SPEAKER: Gotcha. Okay. Sir?

16 SPEAKER: Separating pedestrian and  
17 bicycles from vehicle traffic.

18 SPEAKER: Okay. Separating --

19 SPEAKER: Don't ignore scooters.

20 SPEAKER: I was going to say that, but  
21 I'm a facilitator. So I wasn't going to say that.  
22 Don't forget the birds.

23 SPEAKER: No, it's certainly includes --

24 SPEAKER: Includes the birds.

25 SPEAKER: Scooters with bicycles.

1 SPEAKER: Okay. All right. What else?

2 SPEAKER: I would say on safety, more  
3 control crossing -- in the sense as -- a lot of  
4 times, people cross and then there's still cars  
5 that are still turning. So it's just like, if you  
6 allow them to cross, allow them to cross completely  
7 without any --

8 SPEAKER: You're talking about Glenwood  
9 in particular?

10 SPEAKER: -- any -- Glenwood Avenue in  
11 particular. Because a lot of the times, you come  
12 in and try to cross it, you still have cars  
13 turning. So you have to wait in the median and  
14 look around and continue to cross to the other  
15 side.

16 SPEAKER: All right. Okay.

17 SPEAKER: Is that gridlock avoiding  
18 Glenwood gridlock?

19 SPEAKER: Well, gridlock will --

20 SPEAKER: When one isn't --

21 SPEAKER: -- be the traffic yes, but --

22 SPEAKER: You're talking about when  
23 pedestrians cross the road like there's a walking  
24 sign -- there's a walking sign, someone's crossing  
25 but see people are still allowed to turn --

1                   SPEAKER: People are walking -- exactly.

2                   SPEAKER: -- so the pedestrian doesn't

3                   feel safe.

4                   SPEAKER: Exactly.

5                   SPEAKER: Right.

6                   SPEAKER: So like, potentially like, not

7                   letting people turn when the walking man --

8                   [Interposing]

9                   SPEAKER: It's just completely --

10                  SPEAKER: I taught my children about the

11                  walking man [inaudible].

12                  SPEAKER: -- [inaudible] two minutes, and

13                  then you continue with the --

14                  SPEAKER: Talking man.

15                  SPEAKER: -- allowing people to turn in

16                  their vehicles, so.

17                  SPEAKER: Okay.

18                  SPEAKER: I -- I'm concerned about

19                  traffic during school.

20                  SPEAKER: Uh-huh.

21                  SPEAKER: And letting out times.

22                  SPEAKER: Okay.

23                  SPEAKER: And I don't think there's

24                  enough control out there.

25                  SPEAKER: All right. And is that on

1 Ridge -- by this school, or by --

2 SPEAKER: Martin Middle School, Lacy and  
3 then you have a number of private schools that are  
4 small.

5 SPEAKER: Uh-huh.

6 SPEAKER: Yeah, my children's day care is  
7 off of Ridge Road. There's a number of day cares  
8 in the churches --

9 SPEAKER: Uh-huh.

10 SPEAKER: -- off of Ridge Road, right  
11 around Lake Boone Trail and --

12 SPEAKER: Okay.

13 SPEAKER: -- and up. So increased  
14 traffic in that area would be a problem.

15 SPEAKER: Okay.

16 SPEAKER: I'm not sure if this is what  
17 I'm supposed to say here. But the Glenwood  
18 Advisory Council, we voted two months ago to  
19 present a proposal that they do nothing on Ridge  
20 Road until they had totally completed -- completed  
21 all of the I-40 improvements. Before they start  
22 studying the Ridge Road traffic and all. Are y'all  
23 connected at all with the 40 widening?

24 SPEAKER: No we're not. No we're not.

25 SPEAKER: So we've got three projects

1 going at the same time in the same year.

2 SPEAKER: That's correct. Well, I don't  
3 know if it's traffic.

4 SPEAKER: Without any coordination.  
5 Loosely.

6 SPEAKER: And they impact one another.

7 SPEAKER: They do, they're tremendous,  
8 and we had specifically that particular meeting  
9 talked about the time of the day and the time of  
10 year to do traffic studies on route -- I don't know  
11 if this is the right spot --

12 SPEAKER: It's safety. It's just --

13 SPEAKER: The traffic on Ridge Road,  
14 because if school's in session it's bigger. If  
15 it's during the weekdays are you doing it in the  
16 mornings and the afternoons? We discussed all of  
17 that in this proposal that was sent to whoever does  
18 advisory council things.

19 SPEAKER: Right.

20 SPEAKER: Is that -- does this capture  
21 that concern? Complete 440, 40 and other area  
22 projects before this project's design?

23 SPEAKER: That was see -- Glenwood if you  
24 want to put down -- Glenwood CAC.

25 SPEAKER: CAC. Glenwood CAC.

1 SPEAKER: It's a resolution.

2 SPEAKER: Right.

3 SPEAKER: Resolution, I guess it's  
4 called.

5 SPEAKER: Is that related to the safety  
6 question, or is that related to --

7 SPEAKER: I'm not sure -- I just wanted  
8 to be sure I got it in.

9 SPEAKER: Okay.

10 SPEAKER: We were talking about some of  
11 that traffic on Ridge Road.

12 SPEAKER: It is, because that's other  
13 projects.

14 SPEAKER: It does seem like we've got  
15 three projects going.

16 SPEAKER: Right. There is another  
17 question on safety.

18 SPEAKER: Can you put Ridge Road by the  
19 school and day care line. Because -- area we're  
20 talking about. Thank you.

21 SPEAKER: I'm sorry, traffic, we can move  
22 it over later. We can move it over later.

23 SPEAKER: I don't -- I mean, I guess it's  
24 sort of safety on Ridge Road, like I live right  
25 where the interstate currently comes in and I guess

1 my safety concern is being able to get on and off  
2 Ridge Road if more traffic is coming onto there.  
3 Being able without, yeah -- I mean that's one of my  
4 concerns is that more traffic is coming off --

5 SPEAKER: Getting on and off Ridge Road?

6 SPEAKER: Getting on and off Ridge Road  
7 if there's more traffic.

8 SPEAKER: Uh-huh.

9 SPEAKER: As it is it's difficult to do  
10 it now

11 SPEAKER: Yeah, during rush hour it's  
12 difficult -- I mean I can wait there for quite a  
13 while sometimes before I can make a left.

14 SPEAKER: Uh-huh. Okay. And that's your  
15 safety issue. Other safety issues? Or questions?  
16 Or comments?

17 SPEAKER: I have just a comment that I've  
18 lived here since 1985. Two ways to get to my  
19 neighborhood, there's fire hydrants right next to  
20 each of those. Last two years both fire hydrants  
21 have been blasted out by traffic accidents. Never  
22 before in the 30-plus years that we've been here.

23 SPEAKER: And this shows? What is that  
24 due to do you think?

25 SPEAKER: It's due to the increased

1 traffic and speed.

2 SPEAKER: Increased traffic. Okay. And  
3 speed.

4 SPEAKER: And which street do you live on  
5 again?

6 SPEAKER: Wentworth. So you can get from  
7 Westmoreland to Ridge. Ridge to Westmoreland to  
8 Wentworth, or Wentworth to Glen Eden.

9 SPEAKER: Okay.

10 SPEAKER: Yeah, there's really two kinds  
11 of traffic. One that our neighbors that are moving  
12 through and have a sense of community in terms of  
13 the speed they go on.

14 SPEAKER: Right.

15 SPEAKER: Yep.

16 SPEAKER: The others just trying to get  
17 someplace and they're getting off the -- the lay on  
18 the interstate and coming down Ridge Road very  
19 fast.

20 SPEAKER: Yeah.

21 SPEAKER: And they're frustrated  
22 [inaudible].

23 SPEAKER: And they're frustrated  
24 [inaudible].

25 SPEAKER: Ridge Road is a bypass.

1                   SPEAKER: Yeah.

2                   SPEAKER: For 40 traffic.

3                   SPEAKER: Or a cut through.

4                   SPEAKER: A cut through, right.

5                   SPEAKER: Yeah.

6                   SPEAKER: Where was the hydrant?

7                   Wentworth and?

8                   SPEAKER: And Glen Eden. And another one

9                   at Westmoreland and Ridge.

10                  SPEAKER: Westmoreland and Ridge?

11                  SPEAKER: Yes.

12                  SPEAKER: Thank you.

13                  SPEAKER: Thank you.

14                  SPEAKER: I'd like to go back to that

15                  third -- fourth one down where it says separate

16                  pedestrian and bike traffic from vehicle traffic.

17                  SPEAKER: Uh-huh.

18                  SPEAKER: They have just paved Glen Eden

19                  all the way from Glenwood to Edwards Mill.

20                  SPEAKER: Uh-huh.

21                  SPEAKER: And if you ride down there and

22                  you figure out where that traffic is those bikers

23                  and -- to me we don't have enough bikers to do all

24                  this stuff. But bikers think they -- it's okay.

25                  It goes like this. Sometime they're here, sometime

1           they're over here. Sometimes there's no bike  
2           thing. If they still make the biggest mess of Glen  
3           Eden, because of that situation.

4                    SPEAKER: Which -- so a mess of Glen  
5           Eden, because of bike lanes?

6                    SPEAKER: Putting the bike lanes and  
7           they're not -- I mean they're not even in the same  
8           spot.

9                    SPEAKER: They're not consistent. In the  
10          same spot.

11                   SPEAKER: I get confused by that and I  
12          try to box it with a ton of bikers --

13                   SPEAKER: -- it goes here and then over  
14          here and then over here. But they did allow for  
15          parking which was an issue when they paved that, so  
16          that's good. But it does kind of -- sometimes  
17          they're in the road, sometimes they have their own  
18          --

19                   SPEAKER: Yeah.

20                   SPEAKER: Okay.

21                   SPEAKER: It does. It's weird. And you  
22          know it changes around the hill, which is  
23          terrifying. Because unless you drive that road  
24          regularly, like you're going up the hill and the  
25          bike lane's there and suddenly it's gone and

1 traffic shifts. And the bike lane is suddenly on  
2 the other -- it's weird. And I don't know where to  
3 look for them. Unfortunately, there's not a lot of  
4 bikers right now on it. Or bicyclists I should say  
5 not motorcyclists.

6 SPEAKER: Sir.

7 SPEAKER: I would just like to point out  
8 as a former bicyclist that bikes going up hills are  
9 going to go slower than bikes going downhill and  
10 this accounts for some of the changes that you're  
11 observing.

12 SPEAKER: Oh.

13 SPEAKER: Yeah.

14 SPEAKER: Okay.

15 SPEAKER: May not be to your  
16 satisfaction, but that's the physical basis.

17 SPEAKER: Yeah, that makes sense. Just  
18 my concern is that I don't know where to look for  
19 them.

20 SPEAKER: But you do, you're either going  
21 uphill or going downhill. Bicyclists are very  
22 sensitive to whether the hill is up or down.  
23 They're aware of slight differences.

24 SPEAKER: Right. Do you have a question?

25 SPEAKER: Well, I wanted to make a

1 comment about the bike lanes. With new bike lanes  
2 being painted and developed it takes off our on  
3 street parking capabilities and on street parking  
4 is traffic calming. So I just thought I would  
5 mention it.

6 SPEAKER: Okay. Got you. All right.  
7 Any others on safety? Move on to question number  
8 three.

9 SPEAKER: Hold, please.

10 SPEAKER: Okay.

11 SPEAKER: Sorry.

12 SPEAKER: No, I was just going to just  
13 read it while you were writing.

14 SPEAKER: Gotcha.

15 SPEAKER: I can hold.

16 SPEAKER: I'm all done, sorry.

17 SPEAKER: All right. So question number  
18 three. It's a long question about community  
19 assets. Is there a specific valuable community  
20 asset -- something important to the community or  
21 neighborhood located within the project zone that  
22 you are concerned will be impacted? If there is  
23 one, what is it and how do you believe it will be  
24 impacted?

25 SPEAKER: Loss of trees and wildlife.

1 SPEAKER: Loss of trees and wildlife.

2 Okay.

3 SPEAKER: Yes. Yes. That will impact  
4 our environment and noise.

5 SPEAKER: Uh-huh. Right. It impacts  
6 noise and wildlife.

7 SPEAKER: Loss of wildlife. Uh-huh.

8 SPEAKER: Glen Eden Park.

9 SPEAKER: Uh-huh. That's a community  
10 asset. How do you think it will impacted?

11 SPEAKER: Traffic patterns change,  
12 especially towards evening time, as far as I'm  
13 concerned.

14 SPEAKER: Uh-huh.

15 SPEAKER: Also the churches on Ridge Road  
16 and Lake Boone Trail, more or less. And there's  
17 two schools in that intersection area.

18 SPEAKER: Uh-huh. Okay.

19 SPEAKER: Community assets that are  
20 important.

21 SPEAKER: So impact churches and yeah.  
22 Okay.

23 SPEAKER: I'm a walker --

24 SPEAKER: She's going to tell me to hold  
25 on so hang on a sec.

1 SPEAKER: Yeah.

2 SPEAKER: Churches and what else?

3 SPEAKER: Schools.

4 SPEAKER: Schools.

5 SPEAKER: Schools, thank you. I'm off my  
6 game today. Sorry.

7 SPEAKER: Go ahead.

8 SPEAKER: I'm a walker, and a number of  
9 people walk along Ridge Road.

10 SPEAKER: Ridge Road?

11 SPEAKER: And it's gotten too noisy and  
12 less friendly, because of the height -- the amount  
13 of traffic and the speed of the traffic.

14 SPEAKER: Uh-huh. Okay.

15 SPEAKER: If the cars are going 15 miles  
16 an hour there wouldn't be a problem.

17 SPEAKER: Uh-huh.

18 SPEAKER: But they're going 35.

19 SPEAKER: Right. Right. Okay.

20 SPEAKER: You're lucky that they're going  
21 only 35.

22 SPEAKER: I think just the feeling of a  
23 neighborhood.

24 SPEAKER: That's an asset? Yes.

25 SPEAKER: I mean, yeah, we've been

1           somewhat -- even though we've had a lot of traffic,  
2           we haven't had the Crabtree traffic coming through  
3           us and the Glenwood traffic is sort of the end of  
4           the neighborhood.

5                    SPEAKER: Uh-huh.

6                    SPEAKER: At least the neighborhood  
7           section of -- you walk that line.

8                    SPEAKER: You walk?

9                    SPEAKER: And so it's still sort of like  
10          a neighborhood. And I'm afraid that will be lost if  
11          we have this tremendous cloverleaf or however  
12          they're going to design to get that traffic out of  
13          Crabtree. They have to put it somewhere.

14                   SPEAKER: Uh-huh.

15                   SPEAKER: And I think that's gone.

16                   SPEAKER: Okay. So the whole thing is an  
17          asset, the neighborhood. Right. What else do you  
18          have? Go ahead?

19                   SPEAKER: I don't know if this goes here  
20          or in safety, but I'm thinking of the kids can ride  
21          their bikes and transport themselves. The way it  
22          is now.

23                   SPEAKER: Uh-huh. Uh-huh.

24                   SPEAKER: And that's very much part of  
25          the neighborhood feel.

1                   SPEAKER: You look at that as an asset  
2                   and a safety question.

3                   SPEAKER: Okay.

4                   SPEAKER: Right. Yeah. Kids' ability to  
5                   safe -- yeah kid safety, because of bike riding.

6                   SPEAKER: Right.

7                   SPEAKER: What else is an asset?

8                   SPEAKER: I was going -- I go with the  
9                   walkability. I also walk -- I walk with my  
10                  children. And I -- you know I drive on Ridge Road  
11                  every morning. There are -- everyone is out  
12                  walking. They're walking their dogs. You know,  
13                  people see each other and that helps -- that's part  
14                  of the neighborhood character. I mean, that's part  
15                  of what drew me to this area. And so I'm afraid  
16                  with increased traffic and you know, especially  
17                  when the cars are just sitting there and they're  
18                  pumping out all that nasty smell. You know, people  
19                  aren't going to want to walk and that's really  
20                  going to diminish that.

21                  SPEAKER: Uh-huh.

22                  SPEAKER: Well, it's an asset not to have  
23                  a lot of traffic lights on Ridge Road. And at the  
24                  same time it's a problem.

25                  SPEAKER: It's a problem, right. Yes.

1 Go ahead.

2 SPEAKER: One important community asset  
3 is the Crabtree Valley shopping center itself.

4 SPEAKER: Okay. And how will that be  
5 impacted by this, do you think?

6 SPEAKER: Very much in terms of access.

7 SPEAKER: Uh-huh. Right.

8 SPEAKER: So you see the mall as a  
9 community asset?

10 SPEAKER: I'm saying the mall has been  
11 very valuable to all of us. We'd all like to be  
12 able to get there easily.

13 SPEAKER: Well, maybe not all of us.

14 SPEAKER: Not all of us.

15 SPEAKER: But still it's an asset for  
16 some.

17 SPEAKER: Right.

18 SPEAKER: If you have to go it would be  
19 nice to get there without problems. Right?

20 SPEAKER: Uh-huh.

21 SPEAKER: My wife is going less and less.  
22 She does not like going there. There's one  
23 community member that's not necessarily great.

24 SPEAKER: I think I'm limited to once or  
25 twice a year.

1                   SPEAKER: Thank you all for -- that's a  
2 perfect example though of everyone sort of making  
3 room for these kinds of differing opinions. That's  
4 -- that's a lovely thing, so thank you.

5                   SPEAKER: And listen to each other rather  
6 than getting angry at each other.

7                   SPEAKER: That is -- rock on, yes. Sorry  
8 to interrupt. Okay. Community assets.

9                   SPEAKER: Any more?

10                  SPEAKER: It's good and bad again. It's  
11 the ease of getting on the Beltline.

12                  SPEAKER: Uh-huh.

13                  SPEAKER: Particularly going like to  
14 North Hills to go to Crabtree -- I mean -- the  
15 other way I go down Lake Boone Trail. But  
16 basically to get to North Hills is very easy to go  
17 down Ridge Road and get on the Beltline.

18                  SPEAKER: Yeah.

19                  SPEAKER: A plus and a negative maybe.

20                  SPEAKER: I mean it is and I'm right  
21 there.

22                  SPEAKER: We don't have to mess with a  
23 cloverleaf you know.

24                  SPEAKER: Right.

25                  SPEAKER: That kind of thing.

1                   SPEAKER: It's that as you come down to  
2 go into the -- like you're going west on Glenwood  
3 Avenue. There's always accidents, people trying to  
4 merge into Glenwood and people trying to get onto  
5 the Beltline. Going through North Hills.

6                   SPEAKER: Right.

7                   SPEAKER: It's --

8                   SPEAKER: So this is a traffic question,  
9 which is our next question. Okay.

10                  SPEAKER: Well, but access being an  
11 element of a community asset.

12                  SPEAKER: I mean it's -- community asset.  
13 Right.

14                  SPEAKER: Specifically to -- is called  
15 midtown or North Hills?

16                  SPEAKER: Going to North Hills, yeah.

17                  SPEAKER: Any other assets? Gone from --  
18 okay. Good. Thank you. Let me hold this.

19                  SPEAKER: Thank you so much, George.

20                  SPEAKER: There you go. Okay. Here  
21 goes. Traffic and pedestrian problems. From your  
22 perspective, what are some of the most problematic  
23 traffic and pedestrian problems that need to be  
24 addressed? Be specific with intersections,  
25 direction and time or of day.

1 SPEAKER: Speed.

2 SPEAKER: Speed. Time of day?

3 Direction?

4 SPEAKER: Place?

5 SPEAKER: Up and down Glen Eden Drive.

6 SPEAKER: Glen Eden Drive. Speed?

7 SPEAKER: It's like a race course.

8 SPEAKER: Okay. All the time or special

9 time?

10 SPEAKER: All the time.

11 SPEAKER: All the time.

12 SPEAKER: Also the -- going on the

13 Beltline east from Glenwood Avenue.

14 SPEAKER: So east is towards?

15 SPEAKER: Towards the beach. Like if

16 you're going to Glenwood Avenue trying to get on

17 the Beltline to go into North Hills the line

18 sometimes is past the light.

19 SPEAKER: Oh right. Okay. Yeah.

20 SPEAKER: Is this going out of the city?

21 SPEAKER: Going out of the city.

22 SPEAKER: Yeah.

23 SPEAKER: Yeah.

24 SPEAKER: It's going east on the

25 Beltline.

1                   SPEAKER: When you're going underneath  
2 the Beltline.

3                   SPEAKER: Uh-huh.

4                   SPEAKER: Is that at a particular time of  
5 day?

6                   SPEAKER: It's -- I mean pretty much any  
7 time after 1 o'clock in the afternoon.

8                   SPEAKER: Right.

9                   SPEAKER: The line is sometimes you can  
10 sit in front of the mall.

11                   SPEAKER: Right.

12                   SPEAKER: And have to wait three or four  
13 lights before you get on it.

14                   SPEAKER: Got it. Thank you.

15                   SPEAKER: Hang on, the gentleman in the  
16 back.

17                   SPEAKER: I'm concerned about the project  
18 area. If there is a problem with traffic getting  
19 out of the Crabtree Valley area and going east and  
20 downtown on Glenwood or other directions, other  
21 roads. Then one of the ways to reduce traffic is  
22 to divert it onto Raleigh Highway and even before  
23 that onto Lynn Road. If they're going north, if  
24 they're going south into the city, then to Raleigh  
25 Highway, those two roads are not shown in this

1 impact area -- project area. And to my mind as an  
2 amateur they're important.

3 SPEAKER: Uh-huh.

4 SPEAKER: To Raleigh and what was the  
5 other road?

6 SPEAKER: Lynn. Those precede --

7 SPEAKER: They come before the project  
8 area.

9 SPEAKER: Yes. They come --

10 SPEAKER: They aren't included in the  
11 impact area and they should be. Is that right?

12 SPEAKER: Right. Traffic should be  
13 diverted earlier. Before it hits Crabtree Valley  
14 Mall.

15 SPEAKER: The option for diversion.

16 SPEAKER: Right.

17 SPEAKER: Or some mitigation.

18 SPEAKER: Right.

19 SPEAKER: Yeah.

20 SPEAKER: Right.

21 SPEAKER: Once they're up to Edwards Mill  
22 Road and Creedmoor Road, they're stuck. There's no  
23 place for them to go except onto the Beltline or  
24 onto Glenwood Avenue or onto Lead Mine Road and so  
25 forth.

1                   SPEAKER: Okay. Sir?

2                   SPEAKER: Access to I-440 from North  
3 Hills Drive to Lead Mine to Glenwood and then over.

4                   SPEAKER: Okay.

5                   SPEAKER: That's a tricky one.

6                   SPEAKER: Huh?

7                   SPEAKER: That's a tricky one.

8                   SPEAKER: It is. It is -- you know,  
9 that's my 7,000 trips.

10                  SPEAKER: Access from 440 to what's the  
11 first two?

12                  SPEAKER: No, the other way from North  
13 Hills --

14                  SPEAKER: The other option.

15                  SPEAKER: -- to Lead Mine, to Glenwood,  
16 to I-440.

17                  SPEAKER: Uh-huh.

18                  SPEAKER: There's a transition where  
19 people come down Lead Mine. They have to travel  
20 on Glenwood Avenue -- 70, Route 70 for a short  
21 distance right around the east side of -- east end  
22 of Crabtree Valley. And then they want to make a  
23 transition and get onto 440 going southwest.

24                  SPEAKER: No.

25                  SPEAKER: Is that it?

1 SPEAKER: No.

2 SPEAKER: Nope?

3 SPEAKER: Lead Mine to Glenwood to 440,  
4 problematic.

5 SPEAKER: Yeah. Okay. Others?

6 SPEAKER: Overpass. A pedestrian  
7 overpass.

8 SPEAKER: Lack of a pedestrian overpass.

9 SPEAKER: Really want it.

10 SPEAKER: Anywhere on Glenwood around the  
11 mall, I think. You figure you have what, a  
12 thousand people working at the mall? Not all of  
13 them have a car. So a lot of them are coming from  
14 the side roads to try to get into the mall.

15 SPEAKER: For mall visitors and --

16 SPEAKER: Employees.

17 SPEAKER: -- mass transit?

18 SPEAKER: Yeah.

19 SPEAKER: Mass transit users.

20 SPEAKER: If you're going to bring up  
21 mass transit I want to point out that there's a  
22 city in -- there's a city in South America that has  
23 ameliorated its traffic problem immensely by  
24 forcing bus passengers to queue up to get on at the  
25 front of the bus and forcing bus exiters to queue

1 up and get off at the rear of the bus. And they're  
2 separated on the ground so one stream goes one way  
3 and one stream comes from another way. This makes  
4 it possible for the mass transit to pull up,  
5 disgorge and engorge with passengers very promptly  
6 and move on.

7 SPEAKER: Move on so not blocking  
8 traffic.

9 SPEAKER: Yeah.

10 SPEAKER: Right, so --

11 SPEAKER: This is -- involves structures  
12 on the ground at the bus stop as well as behavior  
13 of people in, on and around the bus.

14 SPEAKER: Good. Good point.

15 SPEAKER: If you really want mass transit  
16 to be efficient, that's one way that you can change  
17 the process.

18 SPEAKER: Uh-huh. Okay. Go ahead, sir.

19 SPEAKER: I think there needs to be at  
20 least awareness that there's a real problem on Lake  
21 Boone Trail.

22 SPEAKER: Uh-huh.

23 SPEAKER: At certain times produced by  
24 the traffic coming out of the hospital coming down  
25 and trying to go on to the Beltline.

1 SPEAKER: To the Beltline. Right.

2 SPEAKER: And sometimes it moves on up to

3 --

4 SPEAKER: Pretty far back.

5 SPEAKER: But it also comes up the hill  
6 to Ridge Road.

7 SPEAKER: Uh-huh. Yeah, the entrance and  
8 egress from the hospital onto Blue Ridge then into  
9 the -- into the Beltline is problematic. Right.

10 SPEAKER: The build-out of residential  
11 areas -- Horton Street and up on the west side of  
12 the Beltline has increased its traffic congestion  
13 of that area immensely. Trees don't produce much  
14 traffic.

15 SPEAKER: Build-out of which areas?

16 SPEAKER: Horton Street --

17 SPEAKER: Thank you.

18 SPEAKER: -- and I don't know the street  
19 on the west side of the Lake Boone shopping center  
20 up the hill from it. Where Panera Bread and  
21 [inaudible].

22 SPEAKER: Wycliff?

23 SPEAKER: Wycliff's immediately next to  
24 the shopping center. There's one farther up the  
25 hill.

1 SPEAKER: Okay.

2 SPEAKER: Things called Landmark further.  
3 Maybe Landmark? Goes into Ian on the -- goes in --  
4 it's one sides Lake -- what'd I just say?

5 SPEAKER: Ed?

6 SPEAKER: Landmark.

7 SPEAKER: Ed's on one end, it's on the  
8 Blue Ridge side, but then the other end is --  
9 Landmark. I think it's Landmark and then goes into  
10 Ian on that same street.

11 SPEAKER: I mean, I'm sure the city in  
12 some sense likes to have the build-out, because it  
13 increases the tax base and the density of land use.

14 SPEAKER: Uh-huh.

15 SPEAKER: On the other hand, the payback  
16 is the traffic congestion on roads that were not  
17 built for it. And may never be built for it.

18 SPEAKER: I mean, are they looking at ways  
19 to get mass transit into these areas?

20 SPEAKER: We don't know.

21 SPEAKER: Because, I mean, in terms of  
22 traffic and pedestrian problems, it would be great  
23 if I could find a way to take a bus easily or walk  
24 to Crabtree Valley or to the shopping centers on  
25 Lake Boone Trail. I'd love to get on a bus and go

1 to my yoga class over there. I used to live in  
2 Boston I loved -- I didn't have to get in a car at  
3 all, it was great. There was tons of traffic but  
4 you still really walkable and livable, because  
5 there was these mass transit options. I don't know  
6 -- I mean, that there's commuter traffic going  
7 through the Glenwood area, but -- and that won't  
8 really be ameliorated by mass transit that focuses  
9 on getting people around the neighborhood, but --

10 SPEAKER: Still. It's a suggestion.

11 SPEAKER: It might be one thing to  
12 consider.

13 SPEAKER: It's Myron. It's the road that  
14 comes right off.

15 SPEAKER: Yeah, that could -- thank you.

16 SPEAKER: Okay.

17 SPEAKER: This one here? Is that where  
18 Myron is?

19 SPEAKER: I think it's Myron.

20 SPEAKER: Put Myron on that right as a  
21 suggestion. Okay.

22 SPEAKER: I'd like to go back to this  
23 one that you're standing right in front. The  
24 bottom where it says specifically to North Hills,  
25 I'd like to add from North Hills --

1 SPEAKER: To and from. Or from and to.

2 SPEAKER: Because currently to get from  
3 North Hills to Ridge Road is easy. As least the  
4 time I travel it. And if they cut that off and  
5 make us go through this huge cloverleaf or even --  
6 I actually have seen a map -- a previous map that  
7 had no access to Ridge Road from this cloverleaf.  
8 Which means you had to go down to Glenwood and back  
9 up.

10 SPEAKER: Back up.

11 SPEAKER: That's why [inaudible].

12 SPEAKER: You had a comment?

13 SPEAKER: Yeah, this is -- there's a  
14 known problem with I-40 -- I-440 and Glenwood.  
15 Extent. One of the cloverleafs is disabled. And  
16 you cannot exit like you can normally exit on a  
17 cloverleaf onto Glenwood. And I wonder why and if  
18 for whatever reason it was done if it still holds,  
19 the real question is should that cloverleaf be  
20 reopened to facilitate exit onto --

21 SPEAKER: Okay. Where is that  
22 cloverleaf?

23 SPEAKER: When you go on -- you're on 440  
24 and Ridge Road comes on -- oh, a map, what a good  
25 idea. Okay. There, you can see it there.

1 SPEAKER: Oh. I see it. Yeah.

2 SPEAKER: See there's -- I don't know  
3 why. There's no obvious --

4 SPEAKER: There's only three parts of a  
5 cloverleaf on Glenwood instead of four. Three  
6 leafs.

7 SPEAKER: Now, I think you can come this  
8 way.

9 SPEAKER: Well, so this is Ridge Road.  
10 This is Ridge Road.

11 SPEAKER: Right.

12 SPEAKER: These are over --

13 SPEAKER: On Glenwood. This is Glenwood.  
14 And if you want to get off -- if you want to turn  
15 left on Glenwood you have to get off here and then  
16 wait at the light and then make your left. As  
17 opposed to a normal cloverleaf where you would  
18 cross over there and come around.

19 SPEAKER: Right.

20 SPEAKER: It used to be there.

21 SPEAKER: It did.

22 SPEAKER: And the reason they took it  
23 away was to prevent weaving. You've got too many  
24 people trying to exit Glenwood and people coming on  
25 Glenwood and that creates tension.

1                   SPEAKER: Was that it? Okay. I would  
2 question it particularly given all the stuff that's  
3 going on here. Has gone on in Glenwood and here  
4 there's going to be so much more traffic. And then  
5 the other part of this I think -- I think you can  
6 get on -- yeah, see you can get on this way or you  
7 can come up here and take a left. It's just cloogy  
8 and we need more efficiency. And that might be a  
9 cheap way to get some.

10                  SPEAKER: Uh-huh. Okay. Yes ma'am?

11                  SPEAKER: There was a project, maybe a  
12 year ago, year and a half ago, called the Glenwood  
13 project. Which was there at the Woman's Club at  
14 Glenwood there and according to the presentation we  
15 were given about the city at that time, they put  
16 all those view -- and Grubbs I think wanted to  
17 develop all of where that Koger Center is right  
18 there. And it was going to put how many thousands  
19 of cars a day, with two entrances and exits. At  
20 that time we were told that if that project was  
21 approved that DOT was going to add another lane to  
22 the Beltline there that you're talking about. Put  
23 another light there on Glenwood to go across so  
24 that there could be two turns -- two left-hand  
25 turns into that.

1 SPEAKER: Uh-huh.

2 SPEAKER: It got stopped because -- at  
3 the moment, because they want to build like a  
4 12-story hotel on the corner.

5 SPEAKER: Uh-huh.

6 SPEAKER: So he is doing what he was  
7 already planned to do, but it's still probably in  
8 the works. So just put that's something else was  
9 another whole bunch of traffic into that same area.

10 SPEAKER: Right.

11 SPEAKER: And McKimmon also is supposed  
12 to be --

13 SPEAKER: Hang on. I think you said  
14 Grubb Development? That is --

15 SPEAKER: It was called Glenwood Project.

16 SPEAKER: But it's at Glenwood and  
17 Woman's Club Drive.

18 SPEAKER: Uh-huh. Yes.

19 SPEAKER: Yes.

20 SPEAKER: Yeah, but the project was  
21 called Glenwood Project, it's before the City of  
22 Raleigh here. There were only two -- they could  
23 not go through the neighborhood, so they had to  
24 come all that traffic into Glenwood.

25 SPEAKER: Oh, right here, yeah.

1                   SPEAKER: If you live on this side, once  
2 you're past here to go up the hill.

3                   SPEAKER: But they just put in -- they  
4 just put in all this stuff back here.

5                   SPEAKER: [inaudible]

6                   SPEAKER: Just -- pardon me a moment  
7 here. You're all being recorded and the  
8 transcribers cannot manage [inaudible] it's very  
9 difficult. So if --

10                  SPEAKER: McCanna project, well it's not  
11 McCann now, what's that thing called? What's  
12 McCanna called now?

13                  SPEAKER: Just call it McCanna, we know  
14 what it is.

15                  SPEAKER: McCanna, anyway that high-rise  
16 that's there. They want to build another tower.  
17 There. And I think the city is working on that.  
18 So that's another whole thing, plus cutoff in that  
19 case the cutoff -- that exit from the McCanna  
20 housing thing onto Glenwood.

21                  SPEAKER: Yeah. From [inaudible].

22                  SPEAKER: So that's another thing.

23                  SPEAKER: So the complexity of getting in  
24 and out of --

25                  SPEAKER: All this is being done at the

1 same time, that's why I say there's no coordination  
2 between all these projects.

3 SPEAKER: I think that's a good point.

4 SPEAKER: We're going to have a total  
5 disaster.

6 SPEAKER: Right. No coordination between  
7 the projects.

8 SPEAKER: Right now it looks like it  
9 doesn't even connect, but this does connect. This  
10 [inaudible].

11 SPEAKER: Between the projects, and  
12 between the city and DOT. Okay.

13 SPEAKER: You sort of have to go through  
14 McCanna.

15 SPEAKER: You have to go through the  
16 parking lot.

17 SPEAKER: Others? All right. We're  
18 going to move into our next question, which deals  
19 with important things.

20 SPEAKER: I'm going to put this over  
21 here. Sorry about that.

22 SPEAKER: Sure. No that's okay. No  
23 problem. What are one or two things that are  
24 important to your household or business that you  
25 want to be considered as the project moves forward?

1 We may have covered some of those already, but what  
2 are one or two things that you might want to add  
3 here now that are important to your business or  
4 household that you want them to consider.

5 SPEAKER: I would say in the Crabtree  
6 area as more developments are coming up, the  
7 drainage system there.

8 SPEAKER: Drainage system at Crabtree.

9 SPEAKER: It's horrible. I mean, we had  
10 to pay a lot of claims, because we had -- we get  
11 two to three feet of water in our parking lot.

12 SPEAKER: At the Marriott.

13 SPEAKER: At the Marriott, even if you go  
14 across the street out of the mall too, it's like --  
15 it's on the lower level, you get three or four  
16 inches of rain and you're in trouble.

17 SPEAKER: Uh-huh.

18 SPEAKER: For days. And even on --  
19 expanding to 440, as you try to come down onto  
20 Glenwood Avenue from North Hills, there's a lot of  
21 times -- there's a lot of times there's a lot of  
22 accidents, because there's puddling right before  
23 the exit. And -- and it's just that needs to be  
24 looked at. Especially when you're taking down so  
25 many trees and adding more drainage from this

1                   apartments or houses that are being built.

2                   SPEAKER: Uh-huh.

3                   SPEAKER: It was built in a flood plain  
4 to begin with.

5                   SPEAKER: Yeah, but it's -- I mean, I  
6 think it's with so many things coming into the same  
7 opening to drain into the water system, I think  
8 it's just something that needs to be looked at at  
9 Crabtree Creek.

10                  SPEAKER: Right. So you maybe want to  
11 mention Crabtree area or Crabtree Creek. That's a  
12 good point. Others? Other things that need to be  
13 considered? Flooding? Go ahead.

14                  SPEAKER: I just have a question, maybe  
15 I'm not remembering correctly, but there are roads  
16 that are further west that are four-lane roads.  
17 That -- are there any -- is there any way that  
18 access can be provided to them from the shopping  
19 center down there?

20                  SPEAKER: All right. Are there other  
21 four-lane roads that people can use?

22                  SPEAKER: They're there, and they're huge  
23 -- wide and there's no buildings on the edges of  
24 them.

25                  SPEAKER: Uh-huh.

1                   SPEAKER: I was astounded.

2                   SPEAKER: And you say additional access  
3                   to the mall area from the west?

4                   SPEAKER: Yeah.

5                   SPEAKER: Okay.

6                   SPEAKER: And it may provide --

7                   SPEAKER: Options.

8                   SPEAKER: -- options there.

9                   SPEAKER: I'm not familiar with the  
10                  street so I don't know what they are.

11                  SPEAKER: I think they're going towards  
12                  to Durham?

13                  SPEAKER: Could be.

14                  SPEAKER: If I could look on the map and  
15                  see the names.

16                  SPEAKER: Yeah, just pass that map to him  
17                  so he can take a look and see.

18                  SPEAKER: Yeah, see which road.

19                  SPEAKER: I'm concerned that those  
20                  streets mentioned would be identified with some  
21                  degree of accuracy.

22                  SPEAKER: Uh-huh.

23                  SPEAKER: I can't do it out of my head.

24                  SPEAKER: Right. That's why he's  
25                  looking. We'll leave a little space after this

1 item. For other things that are important to you.

2 SPEAKER: The Greenway is wonderful and  
3 terribly important.

4 SPEAKER: Uh-huh.

5 SPEAKER: It's well maintained right now,  
6 we need to make sure that we don't impact that.

7 SPEAKER: Okay. You want to maintain  
8 that as an asset and as an important thing. What  
9 else?

10 SPEAKER: Certainly Creedmoor was one of  
11 them.

12 SPEAKER: So Creedmoor Road?

13 SPEAKER: Yes.

14 SPEAKER: Okay.

15 SPEAKER: I remember.

16 SPEAKER: Uh-huh. Getting quiet on me.

17 SPEAKER: Thinking.

18 SPEAKER: You just said more things, not  
19 things we already said though.

20 SPEAKER: That's true, that's why you're  
21 getting quiet on me. All right. That takes us to  
22 the last question. And the last question is what  
23 can North Carolina Department of Transportation do  
24 to demonstrate being a partner with the community  
25 of stakeholders while tackling complex

1 transportation issues created by the rapid urban  
2 growth in Wake County?

3 SPEAKER: Get together with all those  
4 groups I've already mentioned that we've got --  
5 that Glenwood. I mean, to show that they are  
6 actually talking to each other and we don't end up  
7 with these five different projects we've already  
8 talked about.

9 SPEAKER: The City of Raleigh, Department  
10 of Transportation.

11 SPEAKER: At the same time going at  
12 different directions and doing different things.

13 SPEAKER: So what they're -- Department  
14 of Transportation?

15 SPEAKER: It was the -- it was the one  
16 that we're talking about here. The Ridge  
17 Road/Glenwood Advisory Council Resolution that I  
18 talked about. The widening of 440 and all that  
19 interchange they're going to change it down at Wade  
20 Ave, all of that.

21 SPEAKER: Then we mentioned the Glenwood  
22 Project and the McCanna project.

23 SPEAKER: The Glenwood Project. Okay.

24 SPEAKER: All of those --

25 SPEAKER: And the Blue Ridge Road one.

1                   SPEAKER: Oh and we didn't mention Blue  
2 Ridge Road. Blue Ridge Road. So there's six  
3 projects in this area and if there's not -- like I  
4 said if there's not enough coordination, we're  
5 going to be in a heck of a mess.

6                   SPEAKER: Exactly.

7                   SPEAKER: Let them complete one before  
8 they tackle another.

9                   SPEAKER: Do the others. Do you -- more  
10 on that?

11                  SPEAKER: I just have one question. The  
12 money that is allotted to this project, does it  
13 have a deadline for being spent?

14                  SPEAKER: We don't know.

15                  SPEAKER: I'm going to record that  
16 question.

17                  SPEAKER: I've lived in this area for 40  
18 years. And every -- since Crabtree was built,  
19 we've got to do something. Got to do something.  
20 Then they let them build all those roads and the  
21 first -- then they said oh, it's the city that's  
22 letting them build it. DOT's over here, the city  
23 is over here. That's why we've got all this  
24 construction. Then they come back and say oh, we  
25 need to do something about the roads [inaudible].

1                   And so --

2                   SPEAKER: The money, you're talking about  
3                   the money.

4                   SPEAKER: Is there a deadline for the  
5                   expenditure of project money.

6                   SPEAKER: I have heard that there's a  
7                   deadline for the money for this and that's the  
8                   reason why we can't do one project, the Beltline --  
9                   I mean they're taking part of Meredith, they're  
10                  taking part of the University Club to do that  
11                  project. And it seems to me like if there's a  
12                  deadline for it, then tell us there's a deadline.  
13                  Don't say oh, well, it -- we can wait until we  
14                  finish project one before we do two.

15                  SPEAKER: Want to comment?

16                  SPEAKER: I have heard that there's not a  
17                  deadline, but that they're just being pushed to  
18                  spend the money rather than having it sit in the  
19                  bank. But I don't work for DOT --

20                  SPEAKER: Our city councilwoman by the  
21                  way.

22                  SPEAKER: Yeah.

23                  SPEAKER: Okay. Thank you.

24                  SPEAKER: I think that everyone -- I mean  
25                  there are signs all over Ridge Road -- I think that

1 DOT needs to commit to not diverting traffic onto  
2 Ridge Road. And prove that whatever design they're  
3 going to do doesn't do that. And in order to do  
4 that they do the traffic studies. They need to  
5 actually do the modeling -- the traffic modeling.  
6 They need to explain if they're going to connect  
7 any roads to Ridge Road, why? Whether they think  
8 that's going divert traffic.

9 Because the thing is if they're going to  
10 divert -- if they're going to connect Ridge Road to  
11 anything, traffic's going to be able to get in  
12 there and that must be one of their solutions to  
13 getting rid of Crabtree Valley Mall. So I just  
14 feel like -- because I've heard from some people,  
15 oh it's not going to increase traffic, but oh it's  
16 going to help alleviate traffic at Crabtree Valley.  
17 Those two things cannot exist. They can't.

18 SPEAKER: Okay.

19 SPEAKER: And so I think that they  
20 actually need to do a full modeling and show us  
21 whatever design they pick. And usually I think --  
22 I mean I'm not sure if it's getting federal money,  
23 I'm not sure if they're going to have to do an EIS  
24 or if it's just going to be an EA. How many  
25 different designs they're going to pick and do

1 modeling.

2 SPEAKER: Right.

3 SPEAKER: But hopefully -- I mean I used  
4 to -- I haven't -- I used to be an environmental  
5 lawyer so I'm just hoping they don't pick one and  
6 force it on us and then do a fake EIS. Which  
7 happens.

8 SPEAKER: Uh-huh. Okay.

9 SPEAKER: I come into this with the usual  
10 amateur ignorance.

11 SPEAKER: They do all this and then they  
12 come up with something that --

13 SPEAKER: One at a time. Go ahead.

14 SPEAKER: With the usual amateur  
15 ignorance of what's going on. So I am concerned  
16 that DOT already has a solution to some problem  
17 that I don't have well defined in my mind. And so  
18 I'm worried about that.

19 SPEAKER: Worried that DOT has a solution  
20 that they're not divulging?

21 SPEAKER: Yes.

22 SPEAKER: Right. Right. That says it in  
23 a nutshell.

24 SPEAKER: The second thing is that if DOT  
25 or any government wants to deal with its

1 stakeholders they've got to capture the attention  
2 of the stakeholders. And in this world, in the  
3 21st century capturing anybody's attention for  
4 anything is a real problem. And how you do that  
5 I'm not qualified to say. I just want to point out  
6 there's a natural problem of getting public  
7 interest and attention to a problem at an early  
8 enough stage.

9 SPEAKER: Right.

10 SPEAKER: Uh-huh. Get public interest  
11 and attention.

12 SPEAKER: Just take the terribly divisive  
13 situation in the Senate and the Supreme Court  
14 hearings and so forth. Well, you know, was the  
15 public really invested in that in the month of  
16 September? The month of August? The month of  
17 July? The month -- on and on.

18 SPEAKER: Uh-huh.

19 SPEAKER: And the answer is no, we  
20 weren't paying attention; we had other things to  
21 pay attention to. And that's the case with every  
22 public issue that comes up. That's just an  
23 example.

24 SPEAKER: The way it is. Right. Yes  
25 ma'am.

1                   SPEAKER: I have a comment on that. The  
2 listening sessions are great, I totally understand  
3 facilitation, been involved in this kind of process  
4 before. But the times chosen just are not  
5 friendly. First of all it's three hours. I barely  
6 see my kids, I work 9 to 5. I could not come in  
7 the middle of a weekday. I could not come on --  
8 you know.

9                   SPEAKER: Right.

10                  SPEAKER: There was one Saturday. I made  
11 it happen. But if I'd had anything scheduled, I  
12 couldn't have come.

13                  SPEAKER: Couldn't come.

14                  SPEAKER: And three hours is a huge chunk  
15 of time to actually get people to commit to, and  
16 that doesn't mean that they don't feel that this  
17 project is important. But I'm just concerned that  
18 while there has been a fair amount of participation  
19 that there's a ton of people that can't commit  
20 three hours to these three sessions that still  
21 would want to be heard. And I don't -- so the  
22 listening session format is great for getting like  
23 very in depth, but I feel that maybe the --  
24 different format that needs to be had out there.

25                  SPEAKER: Okay. And we're learning that,

1 at least today is that we may go 2 and a half  
2 hours. But still, 2 and a half hours is a chunk.

3 SPEAKER: It is, but when you advertise  
4 it it says three and that's what people are  
5 thinking when they're saying can I go to that  
6 session?

7 SPEAKER: That's correct. Okay.

8 SPEAKER: It doesn't lend itself to this  
9 format, but I came prepared with an alternate  
10 design proposal that covers the area from -- from  
11 Creedmoor Road through the Beltline. I have it in  
12 PDF form and as a PowerPoint presentation.

13 SPEAKER: Beth what can you do with that?

14 SPEAKER: So I would at least like to  
15 interact.

16 MS. BETH: Sorry. Say that again?

17 SPEAKER: He has a design.

18 SPEAKER: I have an alternate design  
19 proposal for that whole area from Creedmoor Road to  
20 the Beltline and around the shopping center. And  
21 it's in the form of a PDF and it's also in the form  
22 of a PowerPoint presentation.

23 MS. BETH: Okay. Okay. I'll get you an  
24 email address you can email that to. I guess?

25 SPEAKER: I don't know if [inaudible]

1 would like to interact with it now or not.

2 SPEAKER 6: You can email it to me and I  
3 can send it to Joey Hopkins, who is our lead  
4 engineer.

5 SPEAKER: Okay. So I just need your --  
6 your contact.

7 SPEAKER 6: I'll get you. Okay.

8 SPEAKER: Okay. Good. Well thank you  
9 for putting the work in on that. Good. What else?  
10 What other -- what other --

11 SPEAKER: It's just to make sure on the  
12 other sessions that we're going to have in the  
13 future that some of the things that we spoke about  
14 are included in a way. Otherwise you're going to  
15 lose faith with the people that are coming in  
16 knowing that you may have already a plan and we're  
17 just divulging here. And none of this is going to  
18 be included on the next one. I think you are going  
19 to lose a lot of faith. At that point of what's  
20 going to happen is just like you're ready -- DOT  
21 already knows what they are going to do they just  
22 want to hear, but there's really none of that's  
23 going to be included. So that's of of the things  
24 that in a way, at least if one person sees that  
25 something they said has been considered that person

1 can tell a lot of the people that what I said was  
2 considered on this project. And you can bring a  
3 lot more people into this meeting ten.

4 SPEAKER: Uh-huh. Correct.

5 SPEAKER: So I have here -- want to see  
6 in future sessions -- but no -- in future sessions  
7 that elements shared here are included or faith  
8 will be lost in the process and DOT.

9 SPEAKER: Yep.

10 SPEAKER: You work for or with the  
11 project leader?

12 SPEAKER 6: Yes.

13 SPEAKER: Okay. And I've got it here in  
14 printed form.

15 SPEAKER 6: Okay.

16 SPEAKER: I'm the lead for the Ridge Wood  
17 Neighborhood Group, NextDoor group, and I got a  
18 note from NextDoor saying that the DOT wanted to  
19 communicate with our NextDoor area. I don't think  
20 the DOT has communicated directly with our group,  
21 but I know a lot of people who have not been able  
22 to attend any of these sessions might have a lot to  
23 say.

24 SPEAKER: Uh-huh. Okay. So use the --

25 SPEAKER: Social media kind of stuff.

1 SPEAKER: Social media. Right.

2 NextDoor? Use NextDoor as one.

3 SPEAKER: A lot of people would have a  
4 lot of input.

5 SPEAKER: Okay.

6 SPEAKER: Well, then in using social  
7 media recognize there are some of us who are  
8 refusing to use social media.

9 SPEAKER: Right we understand that.

10 SPEAKER: Use other methods as well.

11 SPEAKER: And there are others who use it  
12 too much.

13 SPEAKER: How about use social media and  
14 other avenues to supplement the listening session?  
15 Is that right?

16 SPEAKER: That's fair.

17 SPEAKER: Yeah. What else? Did you have  
18 something else?

19 SPEAKER: Yeah, I wanted to make a  
20 comment on number four. I was so busy listening  
21 that I didn't speak out. But I might have an  
22 opportunity to do that later.

23 SPEAKER: Okay. Do you want to add that  
24 to number four now?

25 SPEAKER: If that's all right. Back

1 track, okay.

2 SPEAKER: Oh yeah. We have time. Oh  
3 sorry George. I'm just hitting you, gosh.

4 SPEAKER: This is off subject, but I'm  
5 curious, because every time I go to Crabtree and I  
6 look at that road, the one they're supposed to  
7 bring over across all this construction thing, what  
8 motels are they going to close or they are going to  
9 tear down to get that road across to the Beltline?  
10 I can't figure out any space over there that they  
11 can build a road without tearing down a motel or  
12 apartments.

13 SPEAKER: Uh-huh.

14 SPEAKER: That's just an interest thing.  
15 How is that road going to get here over across,  
16 because it's totally built up.

17 SPEAKER: We don't have those answers,  
18 but we'll put it down as a comment.

19 SPEAKER: So I'm not in the impact area.  
20 I live on Dixie Trail. I've lived on Dixie Trail  
21 since 1971. One place or another. But where I've  
22 been for the last 18 years, I've noticed that the  
23 traffic flows like water. And wherever there is an  
24 avenue where people can get through freely they  
25 will. And I have been having to walk my dog at

1           like 5:30 in the morning, because the traffic on  
2           Dixie Trail and it gets worse as the time, you  
3           know, the day goes on.

4                        So I also have observed that people will  
5           cut through neighborhoods to get to University Park  
6           and then to Cameron Park and then across Western  
7           Boulevard to get to Centennial Campus. That a lot  
8           of these people are coming from Ridge Road and if  
9           we make that traffic even worse than traffic in our  
10          neighborhood street to get to campus and to  
11          Centennial campus will get even worse.

12                      SPEAKER: Will get harder -- worse.

13                      SPEAKER: Is -- I'll write Dixie Trail.

14                      SPEAKER: Dixie Trail, right.

15                      SPEAKER: Does this encapsulate it?

16                      Concern about ancillary impact on neighboring areas  
17                      like Dixie Trail? Cut through traffic?

18                      SPEAKER: Right.

19                      SPEAKER: Yes ma'am.

20                      SPEAKER: Buildout Horton Street, Wycliff  
21                      Road is down there too.

22                      SPEAKER: Okay.

23                      SPEAKER: Anything else that we want to  
24                      include on this? We're talking about the  
25                      partnership question right now. Or any other ideas

1                   you have period. No?

2                   SPEAKER: Well, I'd just like to point  
3                   out in general that there's a place in this sort of  
4                   dialogue process or community meeting process.  
5                   There's a place for separating -- I'm in favor of  
6                   this or opposed to this, because of blah blah blah,  
7                   from well I really need to clarify this proposal.  
8                   What street are you talking about? What area --  
9                   what what what what problem are you -- define the  
10                  problem more fully, clarifying questions are I  
11                  think better handled before evaluative comments are  
12                  taken.

13                  SPEAKER: Okay.

14                  SPEAKER: This is a part of good process  
15                  --

16                  SPEAKER: Process.

17                  SPEAKER: -- maybe, you know, if you agree  
18                  with it. And it comes out of a theory called  
19                  sociocracy. Which you can look up on the usual  
20                  places.

21                  SPEAKER: She's on to it. She's the lady  
22                  to hear that.

23                  MS. BETH: Thank you.

24                  SPEAKER: All right. Well, I'd like to  
25                  say thank you very very much for all your input.

1 For taking time on a busy Saturday. You were  
2 asking me if I wanted to collect -- oh yes -- these  
3 cards? Which are demographics, thank you. Thank  
4 you. Appreciate that.

5 SPEAKER: And again, this -- we will be  
6 following up with you. We won't be, but the  
7 follow-up is -- all these comments will be listened  
8 to with themes. And [inaudible] here for  
9 [inaudible] conversations. The data will be  
10 aggregated by Beth and by Stan into a report that  
11 goes into the engineering forms. It'll be  
12 available on the DOT website. Engineering forms  
13 will generate ideas and proposals based on many  
14 factors especially the values -- hopefully the  
15 values expressed in these listening sessions and it  
16 will be brought back to the community. So let me  
17 say that. Okay? Well, thank you.

18 SPEAKER: You did well.

19  
20  
21  
22  
23  
24  
25

